

WEATHER FORECAST.
Probably fair to-day and to-morrow;
warmer; gentle variable winds.
Highest temperature yesterday, 80; lowest, 64.
Detailed weather bulletin on editorial page.

The Sun

IT SHINES FOR ALL

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PRICE TWO CENTS.

THIRD DRY WEEK WILL HIT BROADWAY HARD; RESTAURANTS CLOSE

Many Exclusive Resorts Do
Not Open at All on Sec-
ond Arid Sunday.

SOME WILL STAY SHUT

Former Drinkers Driven to
Eat More, but Profits
Show Great Drop.

WHISKEY STILL IN SPOTS

Hotel Patrons Gloomy, but
Road House Visitors Are
Reported to Be Happy.

New York is starting its third dry week with the havoc apparent. Yesterday half a dozen of the big Broadway restaurants were closed tight. Some of them were closed for the afternoon only, some for the afternoon and evening, some for the rest of the summer—and there is a well defined rumor that some of them will never open again. These are the places where the trade in wine and other drinks formed the bulk of the business. Other places, notably the hotel restaurants, showed little more than the usual slackening down due to the midsummer season.

In the latter places and in some of the Broadway restaurants it was said that the coming of prohibition and the limitation of their patrons to light wines and beer had resulted in increased losses. In the case of the hotel restaurants, the loss was more than the usual slackening down due to the midsummer season.

Prices for food and drink have been moderately increased in every place where liquor formerly was sold, the increases running from five to fifteen cents a portion. Most places have added or increased a cocktail charge. Most of the managers say that these increases will nowhere near make up for the loss of revenue they are suffering from the prohibition of drinks. But they say that the prices for food are already so high that they dare not endeavor to make up their loss entirely through this method for fear of finding their custom entirely deserted.

Deserts in Place of Drinks.
At the Claridge it is reported that the average number of summer patrons are lunching and dining there. Patrons who formerly began dinner with a round of two or three cocktails, accompanied the meal with wine or other drinks and ended with cordials are observed to be ordering more elaborate meals. They begin with fruit cups and run all the way, literally, from soup to nuts.

A man who is entertaining a party at the head waiter explained, "usually makes up in his mind how much he wants to spend. Now that he is relieved of the expense of buying drinks he is showing more liberality in his dinner order. The men who took one or two dishes with their drinks are now ordering a complete dinner. This is a continental fashion, devoting the money they would have spent on the drinks to the food."

Churchill's was closed and dark yesterday afternoon. The Palais Royal and other places across the way were closed for the afternoon and evening. At the Cafe de Paris the upper floor had been closed and the lower floor was empty at the late luncheon hour. The Cafe des Beaux Arts, at Sixth avenue and Fortieth street, has been closed for the summer. A card in the doorway announces that the closing is due to the repairs and alterations.

It is reported that at Rensselaer's the second floor is to be converted into a roller skating rink for the winter season. Only the Sophie Tucker room on the roof is open there these evenings and no statement as to the future plans was available.

New Wine List at Biltmore.
At the Biltmore a new wine list has been made and the new wine list. This is the way it runs:

Cocktails.....	25
Orange.....	25
Lemon.....	25
Cherry.....	25
Highballs.....	30
Orange.....	30
Lemon.....	30
Cherry.....	30
Grape Juice.....	30
Highballs.....	30
Orange.....	30
Lemon.....	30
Cherry.....	30
Grape Juice.....	30

And then followed a long list of bottled delight in the way of soda, sarsaparilla, ginger ale and beer. "Do you wonder," asked the waiter, "that people sit around here with and faces?"

Then he confided that he, too, was sad. For with the elimination of drinks and wine the checks have been reduced in size. Not only do most people base their tips on the size of the bill, but, as the waiter said, most of them nowadays lack the open handed spirit of liberality and friendliness with which they were imbued before July 1.

Most of the good waiters in New York are now wholly dependent upon their apartment houses and business blocks to keep the wolf from the door. Several of them are reported to have given up their limousines.

The palm rooms, where tea, etc., mostly &c., was served during the late afternoon, have been hit perhaps hardest of all. With the exception of the Waldorf most of them have been empty since their patrons discovered that they couldn't even get their favorite brand of "tea" in a teacup.

Some Patrons Have Own Bars.
At several of the more exclusive hotels patrons have been permitted, and have availed of the privilege, to bring their own drinks with them. Several parties on the roof of the Ritz last night drank their own champagne or their own Scotch with their dinners. The hotels, however, are refusing to have anything to do with this.

At the Pennsylvania the soda fountain, which is in full blast, is taking a doing a fair business. Patrons can be observed mulling milk or ice creaming

3 PERISH AS CAR GOES INTO LAKE

Man Tries to Take Wheel
From His Wife—Machine
Plunges Off Road.

SHE ALONE GAINS SHORE

Earl Ganong of Brooklyn Is
Among Victims Near
Ossining.

Three persons lost their lives yesterday when an automobile operated by Mrs. Irene Ganong of 780 Seventy-ninth street, Bay Ridge, Brooklyn, plunged through a fence rail and into twelve feet of water in Echo Lake, two miles from Ossining.

The dead are Mrs. Ganong's husband, Earl, 30, a clerk for the Central Trust Company at 80 Broadway, Manhattan; his sister-in-law, Mrs. Wallace Ganong, 24, of Lake Mahopac, and her son, Kenneth, 4. Mrs. Irene Ganong, the only one of the car's four occupants who survives, had a close call from being drowned.

According to her story to Coroner W. W. Mills, the party left the home of her husband's father, Chester Ganong, a well to do resident of Lake Mahopac, at daybreak, bound for Brooklyn. Mrs. Ganong drove until they reached Millwood, a mile from Echo Lake. Then he complained of feeling ill and asked his wife to take the wheel.

As the car was rolling along a road that skirts the edge of Echo Lake about 6:30 o'clock Ganong reached over to take the wheel and assist his wife in making the turn. It is supposed that he operated, accidentally, the gas throttle and fed more gas to the engine. The car bounded ahead, smashed through the guard rail, plunged down an embankment and almost disappeared in the water.

Mrs. Irene Ganong was able to get out of the machine and came to the surface of the water. So was her husband, she says, but he disappeared again. It is believed he perished trying to save his sister-in-law and nephew.

Mrs. Ganong ran to John Cook's home and Cook, with neighbors, recovered the three bodies.

RACE WAR LEADS TO MARTIAL LAW

Texas Negro Slain; Entire
County Disarmed.

LONGVIEW, Tex., July 13.—Martial law was declared today in Longview and the rest of Gregg county as a result of race trouble here precipitated by a fight Friday morning between a white man and negro, and marked by the slaying of one negro early today after he had resisted arrest.

The negro escaped, but shortly after a farmer in the city, warned by the on the lookout for him, informed the sheriff. When called upon to shoot the negro, according to the farmer, he is believed to have shot the negro dead. There was no demonstration after the killing.

Brig-Gen. R. H. McGill of Dallas returned today to Longview and immediately assumed command of the situation with more than 250 cavalrymen of the Texas National Guard under his direction.

It is reported that at Rensselaer's the second floor is to be converted into a roller skating rink for the winter season. Only the Sophie Tucker room on the roof is open there these evenings and no statement as to the future plans was available.

REFUSE TO DEAL WITH BELA KUN

Allies Say He Must Meet Armistice Terms.

PARIS, July 13.—The Allied and Associated Powers today joined in a statement to Bela Kun, the Hungarian Communist Foreign Minister, in declaring that they cannot enter into a discussion with him until he has agreed to the conditions of the armistice.

An Associated Press dispatch from Vienna says the Hungarian Communists are employing unusual means to outwit the blockade of Hungary. In order to smuggle money out of Hungary with which to buy contraband the Communists are reported to be using airplanes and automobiles. Smuggling, it is said, has developed into a fine art along the Austrian-Hungarian border.

The Supreme Council in Paris on Friday discussed with Marshal Poch and representatives of the Czech and Yugoslav Governments the question of continuing military action against the Hungarian Communist forces. The Hungarians have been slow in carrying out the terms of the armistice, which resulted in the Czech, Rumanian and Polish armies advancing on Budapest several weeks ago.

FIRST U. S. AIRPLANE FLIES INTO CANADA

45 Miles, Plattsburg to Mont-
real, Covered in 50 Minutes.

MONTREAL, July 13.—Armed with the first permit ever granted by the Canadian military authorities for an airplane flight across the international boundary, two American aviators arrived here yesterday on a "courtesy visit" to the Aerial League of the British Empire, Montreal Branch.

The visitors, Lieut. O. S. Farmer and Ensign G. D. Gardner, flew from the Junior Camp at Plattsburg, N. Y., covering forty-five miles through a heavy rainstorm in fifty minutes. The plane was down back to Plattsburg today by Major H. M. Hobbs and Lieut. Thomas Phillips.

Where there's a will, there's a way. Why don't you buy a Sun? The best \$10 and \$100 investments. John Mull & Co., 51 Broadway—Adv.

DUTCH MAY NOT GIVE UP KAISER IF CALL IS MADE

Opinion Is Firmly Opposed
to Violating Sovereignty
of Holland.

NO DEMAND YET MADE

Nation May Decide to Com-
pel Wilhelm to Find An-
other Refuge.

GERMANY BARRED TO HIM

Belief Expressed Britain Is
Not Unwilling to Be Re-
fused Former Ruler.

By KARL H. von WIEGAND.
Staff Correspondent of The Sun.
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THE HAGUE, July 12 (delayed).—The impression one gets in all circles here regarding the plan to extradite the former Kaiser is that Holland should not deliver him to the Allies if it is at all possible to escape the pressure and, secondly, that the former Kaiser should be requested to move on from Dutch soil.

Neither the Premier, the Foreign Minister, the Minister of Justice nor the President of the High Court Department at Utrecht would talk for publication of the question, which just now is foremost in Holland, but the ideas that prevail are about as outlined, and there is little doubt that those views express public opinion accurately. All who were questioned appeared to be firmly opposed to any breaking of Holland's traditions.

In some circles the mere question, "Will Holland give up the ex-Kaiser?" is indignantly resented as implying doubt as to Dutch action. As the Allies have not yet made any official demand for Wilhelm there is nothing before the Dutch Government calling for an answer, official or unofficial. That is the first answer one gets in official quarters.

Doubt if Demand Will Be Made.

There is reason to believe, however, that Holland has been unofficially sounded and the unofficial attitude taken may be one of the causes of the delay in making the request. Some responsible persons profess to believe that the allied demand never will be made on Holland. Others think refusal will be followed by a sharp campaign in a portion of the French and British press, which they say will not alter the Dutch decision. They go on to say that Lloyd George will then take the attitude that he did every thing possible to fulfill his pre-election promises, and thereafter let the matter end.

It is asserted here by authorities that the Allies cannot enforce their demand without themselves violating the fundamental principles of international law and the sovereignty of Holland. The Dutch also seem to be encouraged by unofficial reports from London that the British are by no means unanimous on the question, and that the American people are wholly opposed to the establishment of such a precedent.

A well authenticated report circulating among those in touch with the Government is that a person high in the councils of the British Government would drop a remark, knowing that it would reach Holland, that "we hope Holland will remain true to her traditions."

Treaty Bars Him From Germany.

The opinion prevails that even if the Dutch refuse to give up the ex-Kaiser the provision in the treaty calling upon Germany for his surrender will effectively bar him from returning to his own country as long as he lives, as the Allies could quickly enforce the demand for him in the event he returned to Germany.

In public and private discussions here the question seems to have settled down to one of principle not of person. In such discussions the ex-Kaiser is often referred to as "the man in Amerongen."

Annoying as the question is in some respects, the Dutch are thoroughly alive to what it means to Holland's prestige if she maintains her present attitude and wins out. The conclusion I have reached so far in my inquiries and soundings, to make which I came here, is that if the Dutch mean what they say Holland will be certain to refuse a demand for the ex-Kaiser when it is made unless some angle develops whereby his surrender could be agreed to without violation of Holland's tradition.

One of the stories circulating here as showing that the English do not really want the ex-Kaiser is to the effect that Wilhelm, before crossing into Holland, offered to surrender to the British and that Gen. Haig informed him he was not wanted in England.

Berlin Car Strike Ends After 12 Day Tieup

By the Associated Press.
BERLIN, July 13.—As a result of intervention by the Federation of Labor a settlement of the transportation strike has been effected.

Trains over subways and surface lines is expected to be resumed on Monday, after a suspension of twelve days.

SHIP STRIKERS BALK AT AWARD

Big Walkout and Anchoring
of 250 Vessels Here Are
Union Threats.

SEAMEN'S WAGES LIFTED

But Shipping Board Refused
8 Hour Day and Preferential
Work Demands.

An unsatisfactory award by the U. S. Shipping Board at a special meeting in Washington yesterday on the demands of the deep sea men's union will lead unquestionably to a widespread strike along the Atlantic coast, it was predicted last night by union leaders.

The Shipping Board granted only a 10 per cent. increase in wages, and made no provision for preferential employment, which was the chief issue on the strike.

There are 250 ships tied up at New York docks to-day that will not move because the award does not suit the men. Oscar Carlson, secretary of the New York local of the Marine Firemen, Oilers and Water Tenders Union, declared that the crews of all the American ships arriving at Atlantic ports from Portland to Galveston are quitting. He says the members of the International Seamen's Cooks and Stewards unions will leave their steamships to-day.

More than 50,000 employees of the Shipping Board will go on strike. A number have already quit. The walkout of the "below deck" workers on the ocean-going boats will cause the idleness of 50,000 additional boatmen, longshoremen and other workers in allied unions.

The announcement from Washington last night of the increase decided upon was a keen disappointment to the union leaders. The American Steamship Association offered the 10 per cent. advance, the eight hour day in port and preferential employment to workers of American citizenship.

Those Who Enjoy Increase.

Deck officers and seamen are affected by the increase announced as well as water tender, oilers, engineers, firemen, stewards and cooks. While the new scale will apply only to employees on Shipping Board operated vessels, it was said by officials that undoubtedly it will form the basis for a new wage agreement to be concluded between private lines and their employees.

August Brown, secretary of the International Seamen's Association, said the award would not settle the strike, mainly because the eight hour day is not granted, and because preferential employment was granted to many waterside workers of the membership in the union rather than their nationality.

The unions asked for \$15 a month increase for all marine workers. A \$10 advance was granted to many waterside workers. The demand for an eight hour day in port was granted, but the board denied the request for three watches of eight hours each at sea because of the shortage of seamen and the difficulty of getting them. Preferential employment was refused on the ground that there were too few men now available for crews. The demand for an eight hour day in port was granted, but the board denied the request for three watches of eight hours each at sea because of the shortage of seamen and the difficulty of getting them.

Terms of the Settlement.

The settlement terms are embodied in this telegram sent to Oscar Carlson, H. P. Griffin, Gustav Brown and Percy Fryer, representing the unions: "Effective at once, following conditions will prevail on vessels owned by or operated on account of the Shipping Board sailing from Atlantic and Gulf ports: Wages, deck and shiping Board rates, plus 10 per cent. increase for all positions, except that wages of boatwain shall be \$90; ordinary seamen, \$60, and boys for training purposes, \$40. Wages, engine room department, plus 10 per cent. increase for all positions, except that wages of boatwain shall be \$90; ordinary seamen, \$60, and boys for training purposes, \$40. Wages, engine room department, plus 10 per cent. increase for all positions, except that wages of boatwain shall be \$90; ordinary seamen, \$60, and boys for training purposes, \$40."

Working day in port eight hours. Shipping Board cannot at this time favorably consider three watch system for deck crew, because this would tend to increase size of crew at time of great shortage of sailors. Working rules to be promptly agreed upon between organizations and Shipping Board. Joint grievance committees to be established in important ports to interpret rules and arrangements.

Any other pending questions to be subject to negotiations with Shipping Board, it being understood that there will be no departure from Shipping Board's policy of no strike. Shipping Board believes conditions which it hereby announces to be just and fair and expects all men to return to work at once. It will facilitate prompt dispatch of vessels and cargo."

Ever since Thomas L. Delahanty and the labor leaders who control the waterside workers of New York were beaten by the New York boat owners in their strike last winter there has been a growing demand on the part of the union officials for organized control of steamships and all craft coming into American ports. This union fight includes also the thousands of workers who handle cargoes at the docks and cart it away in trucks. The aim is to strengthen the union whip to the extent that all traffic in freight will have to be handled by union workers.

FIGHT ON PEACE PACT MAY LAST UNTIL OCTOBER

Split in Senate, Caused by
Snub to Hitchcock, Is
Blow to Treaty.

REPUBLICANS ARE FIRM

Dissension of Democrats
Over Leadership Hits
Wilson's Plans.

WILL TRY TO HEAL BREAK

President, However, Is Deter-
mined to Force Passage
Without Change.

Special Dispatch to The Sun.
WASHINGTON, July 13.—The Peace Treaty, with whatever reservations or amendments are added by the Senate, will not be ratified before October. This is the opinion of Republican leaders in the Senate who have been apprised of President Wilson's determination to push the pact through and to stand to the end for its ratification without change.

Republicans are confident as the result of the day's developments, that the covenant cannot be put through without reservations as part of the ratification resolution. Senator Moses said to-day that all the forty-nine Republican Senators and at least two Democrats—Reed and Gore—favored reservations, making fifty-one in all.

The dissension in the Senate incident to the leadership of the fight for ratification of the treaty and the League of Nations covenant as they stand has developed a split which is regarded as ominous for the chances of the Peace Treaty in its present form.

The Democratic leaders are bent on reconciling the differences which have developed between the President and his late leader, Senator Hitchcock (Neb.), but they realize that the controversy is founded on a difference of opinion too deep rooted to be patched up easily unless the President experiences a radical change of mind in regard to Senator Hitchcock.

Senator Hitchcock has been at variance with the President on a number of occasions before this. He opposed him when the President was suddenly converted to the idea of war against Germany. He opposed him on the practice of sending arms and ammunition to the Allies and stood for an embargo on such shipments to the belligerents.

Hitchcock's Worst Offense.

A year and a half ago the President and Senator Hitchcock had their most serious difference when Hitchcock stood faithfully by Senator Chamberlain (Ore.), who attacked the Administration vigorously for its incompetence and inefficient management of the war up to that time. The activities of Senator Hitchcock as the chief aid and supporter of Chamberlain in the senatorial contest for the chairmanship of the Foreign Relations Committee, the Administration, it is well known, looked about for a way to prevent Mr. Hitchcock from becoming the chairman of the committee, and conferences were held among the Administration and members of the Administration to bring about the removal of Hitchcock from the committee.

When Senator Stone (Mo.) died last year and Senator Hitchcock was in line to succeed him, the Administration, it is well known, looked about for a way to prevent Mr. Hitchcock from becoming the chairman of the committee, and conferences were held among the Administration and members of the Administration to bring about the removal of Hitchcock from the committee.

But the ancient seniority rule was found unbreakable and Mr. Hitchcock was elected to the chairmanship. He tried for a long time to placate the Administration and the President by seeking their advice and complying with their wishes in the important matters that came to his committee, but his advances have continually been met with nothing but cold rebuffs.

Kept Him in the Dark.

From the time the Peace Conference assembled in Paris Senator Hitchcock was kept in absolute ignorance of the proceedings and the only information that he received was that which came to him by the newspapers. The Senator had expected to be kept in the confidence of the Administration so that he could intelligently defend the Administration in the Senate, but from the time the President visited Senator Hitchcock never knew more than was printed in the newspapers.

On top of all these things the President returned to the United States and offended the Nebraska more deeply than ever by the noticeable public snub of last Thursday. Until then Senator Hitchcock had figuratively been extending the hand of reconciliation to the President and he felt that the public snub was intended as a definite refusal to accept the hand.

That is why the Nebraska is done with the President. He will support the League of Nations and do what he can to cause its ratification, for he believes thoroughly in the plan, but from now on he will go his way alone, and if his differences with the President ever are patched up it will be because the President makes up his mind to offer the equivalent of an apology to Senator Hitchcock.

Julius Cambon Decorated.

PARIS, July 13.—Julius Cambon, member of the French peace delegation and former Ambassador at Washington and Berlin, was decorated with the American Distinguished Service Medal to-day by Gen. Pershing, the American commander in chief. The ceremony took place at the Ministry of War.

R-34 ARRIVES IN ENGLAND; VOYAGE TAKES 75 HOURS; SEA AIR SERVICE ASSURED

ALL FRANCE TO-DAY HAILS
WAR'S GREATEST PAGEANT

Pershing Leads Own Troops Past Column Marking
American Victories in the Argonne—Napoleonic
Triumphs Recalled by Paris Fetes.

By LAURENCE HILLS.
Staff Correspondent of The Sun.
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PARIS, July 13.—Paris to-day began its two-day celebration of victory. "The triumphal return of our victorious armies" is the caption on the official posters inviting the citizens to participate in the welcome.

The Napoleonic triumphs are recalled by the spirit of the populace and the dazzling splendor of the decorations. From all parts of France the people have poured into Paris until to-day the city contains more than six millions. Many are preparing to camp out all night in order to be on hand for Monday's great procession of victors in the greatest military spectacle ever staged.

The decorations are a triumph of French art. The scene in the Place de la Concorde, in front of the Hotel Crillon, which Americans know so well, is bewitchingly beautiful. The Champs Elysees as far as the arch is the same. Three rows of allied flags stretched on Venetian masts line this triumphant way. To-night this will burst into a dazzle of colored lights, the whole city blazing at a given signal.

The Rondpoint exhibition is the best work of the artists, there being four memorial altars, to Verdun, Rheims, Soissons and Arras, having on their sides magnificent bas-reliefs done by French sculptors. Of greatest interest to visitors are two immense pyramids of captured cannon, piled up a hundred feet in the air and surmounted by a golden cock of victory.

Other beautiful columns have been erected to commemorate the great battles of the war, including the American victory in the Argonne. Another feature is the enormous cenotaph to the dead under the Arch, which was the centre of to-night's ceremonies for the dead.

Led by Marshal Poch the parade will include the great allied Generals, Haig and Pershing riding at the head of their troops with their staffs, Haig having many of his army commanders with him.

The American Peace Commission will view the spectacle from the Hotel Crillon, which will be packed to the roof with Americans, who will thus have an opportunity to view the parade as it sweeps around from the Champs Elysees through the Place de la Concorde to the Rue Rivoli, where the triumphs and tragedies are staged.

By a Staff Correspondent of The Sun.
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PARIS, July 13.—With the restaurant strike settled last night Paris breathed easier to-day, confident that the multitudes of peace celebrators would be fed. But even the fetes commemorating victory cannot take the public mind off the situation threatened here on July 21 and the Government's plans to deal with certain contingencies.

At various union meetings last night all passed resolutions accepting the general strike order, and there is no sign yet that the railroad, telegraph and postal workers are intimidated by the Government's policy preparatory to the strike. This policy has two features. First, it is giving the appearance of undertaking energetic measures to bring down the costs of living, though whether these will have any appreciable effect is doubtful. Second, it has already given notice that the railroad men, telegraphers and postmen leaving their posts will be arrested and tried for military offenses.

To bring down the costs of living the Government has issued three decrees, removing import restrictions, imposing new restrictions on exports and reducing certain taxes on provisions. Several papers pointed out this morning that these will have little effect and that the only way to ameliorate conditions is to remove all artificial barriers. At the same time they say the Government's measures emphasize the gravity of the situation.

A few of the Government organs are most optimistic, contending that the measures taken by the Government to lower living costs will have the desired effect. Mr. Jouhaux, secretary of the labor confederation that is organizing a demonstration, in a long article in *Humanite* this morning, explains the views of the workers. He says:

"The general interest of the public remains our only guide. It is in the interest of the public collectively that we will intervene to obtain a general amnesty, demobilization, suppression of conscription, the struggles against high living costs, against profiteering, and for economic reorganization, all involved in the latest complication is the report that there will be a demonstration of 6,000 Paris policemen the day before the general strike to obtain their demobilization. They enjoy fully the prize which they feel may legitimately be shown by a quiet expression, and they do not need to shout it to one another or herald their achievement from the rooftops."

Hardly since the early attempts of the Wright brothers has any thing added so much to the progress of aviation and travel by air over long distances is no longer a matter of speculation. The facts recently have been proved by the flight of the R-34, and established beyond peradventure that travel by air eventually will be easier and safer by air than by water or rail.

An expert forecast indicates that within the next year Great Britain will build airplanes capable of making a non-stop voyage to Australia and within two years she will build ships five times as large as the R-34, bringing London within two days of New York. Major Scott completed his voyage to New York and return in 183 hours and 45 minutes, bringing his vessel back to her anchorage in perfect condition and with all hands well. With these facts in mind it would have been excusable if the English had cut loose this morning in a very frenzy of joy, but that would not have been true to tradition. They enjoy fully the prize which they feel may legitimately be shown by a quiet expression, and they do not need to shout it to one another or herald their achievement from the rooftops.

MINERS WANT SIX HOUR DAY.
20 to 25 P. C. Wage Increase Also
Sought in Pennsylvania.

SCRANTON, Pa., July 13.—When the miners of District No. 1 meet in biennial convention here next week, demands will be made for a six hour day, an increase of 20 to 25 per cent. in wages, complete recognition of the union and the establishment of the checkoff. This was decided at a meeting of the executive board here yesterday.

District No. 1 will support these demands when the tri-district convention meets in Wilkes-Barre next month.

British Dirigible Descends
at Pulham—183 Hours
for Round Trip.

SPENT ONE DAY IN FOG

Regular Air Service Be-
tween Europe and Amer-
ica Bound to Come.

N. Y. VIEW WONDERFUL

Ship's Crew Could See Night
Crowds on Broadway—The
King Congratulates.

Special Cable Dispatch to The Sun.
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PULHAM, England, July 13.—Nothing could have been more typically British than the reception accorded to the officers and crew of the R-34 when she arrived here this morning after her magnificent flight across the ocean from New York. Only a small crowd had ventured from the surrounding villages to greet the air liner, because the Britishers sleep late on Sunday, and even so great an event as the completion of a transatlantic air voyage was not sufficient to break his established custom.

Those who were willing to forego their late sleep saw a speck develop in the western horizon shortly before 7 o'clock. It soon took a shape looking like a free balloon, and then the outline of the ship became visible. Finally the great air liner thundered over the field, the roar of the engines dying to a soft purr as the ship circled three times about the field, while the small knot of sightseers cheered.

Workmen crowded nervously about the field waiting for an opportunity to grab the ropes, and finally when a rope was thrown from the airship one man leaped high to grab it. Others aided, hauling the R-34 to a safe place.

Meals and Cheers at Landing.

As the airship neared the ground faces appeared at the portholes on the sides of the gondolas, and when Major Scott waved a cheery hand the band broke forth into "Hail, the Conquering Hero Comes," while the onlookers made up in volume of cheers what they lacked in numbers. There was a marked difference in the appearance of the various members of the crew as they clambered down the ladders. Some of them looked as fresh as if they were just starting on the trip, while others were haggard and worn out.

Major Scott's eyes were slightly bloodshot, but he smiled and moved with an easy step. It was hard to believe that he had just finished the task of piloting the big airship thousands of miles.

When he spoke it was in crisp, short sentences. He said he had had a favorable trip, with a good following wind all the way across. The airship got along very well with only four motors, but probably would have made much better time with five. He said his fellow officers and the men of the crew had done their work well, and that everyone had acted in a praiseworthy manner, while the airship gave a perfect performance even with one motor broken down.

That in brief is the story of the flight from New York by the man who shouldered the responsibility for its success. Not one sign could be detected among either officers or men of boasting or the slightest inclination to let off steam by a eulogy of their performance. Major Scott paid little heed to the